

Date: August 22, 2005Committee Meeting Date: August 18, 2005Board Meeting Date: September 1, 2005**BOARD MEMORANDUM**ACTION X DISCUSSION _____ INFO _____

TO: Transit Planning and Operations Committee
Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: Michael T. Burns
General Manager

FROM: Matthew O. Tucker
Chief Operating Officer

SUBJECT: Procurement of Bus Mobility Device Restraint Equipment

RECOMMENDATION:

Authorize the General Manager to execute a contract with Nor-Cal Mobility, Inc., the lowest responsible and responsive bidder, for the purchase and installation of 831 bus mobility device restraint kits (two kits per bus, one curbside and one street side – see attachment) for VTA's active bus fleet of 415 buses. The cost per bus of this purchase and installation contract is \$1,447 for a total cost of \$600,383. This authorization is contingent upon Nor-Cal Mobility successfully demonstrating their ability to satisfy the technical requirements of the contract by installing two restraint sets each in a representative sample of VTA's four main types of coaches. This demonstration was scheduled for August 25 – 26, 2005.

BACKGROUND:

The safety of our customers and employees is our first responsibility as a transit provider. Bus transportation involves frequent changes of speed, merging, lane changes, some sharp turns, and unexpected stops. These characteristics create potential risk of injury for passengers traveling in unsecured mobility devices that are more likely to tip over, potentially causing injury to themselves or to other passengers. According to VTA's operating statistics, approximately 70 mobility device users per day choose to ride with their devices unsecured.

Over the last year, a number of incidents have occurred that have led staff to conduct a review of our bus mobility device securement policy and systems with a goal of further improving safety, reducing the risk of potential injury to our customers, and reducing VTA's exposure to liability. In January

2005, VTA and the Committee for Transit Accessibility (CTA) established the Bus Mobility Device Securement Policy Task Force (Task Force) to conduct this review and develop recommendations.

The Task Force conducted a review of VTA's securement policy and evaluated the equipment currently used to secure mobility devices. The Task Force will complete its policy assessment and submit a report and recommendation to the Board of Directors at a later meeting. The current policy offers mobility device users the choice of riding with their devices secured or unsecured. The task force recommends that VTA immediately implement a campaign to encourage mobility device users to choose to ride with their devices secured.

Mobility device users state that one of the key objections to riding with their devices secured is that VTA's current coach fleet uses four different securement or restraint systems. Though usable, much of our securement equipment is cumbersome, inefficient and difficult for operators to use. A key component to increasing the number of passengers who ride with their devices secured is to retrofit VTA's coaches with a standardized, efficient mobility device securement equipment system.

The Task Force presented the proposed equipment retrofit to the CTA at its monthly meeting on July 13, 2005 and provided a demonstration of the equipment at the August 10, 2005 meeting, as requested. At the August 10, 2005 meeting, the CTA voted, by a vote of nine (yes) to two (no), to accept the recommendations presented by the Task Force.

DISCUSSION:

An Invitation for Bid (IFB) for standardized mobility device securement equipment was advertised on June 1, 2005. A pre-bid meeting was conducted June 8, 2005 and requests for clarification were accepted until June 27, 2005. Five Addenda were posted through July 11, 2005. Final bids were received and opened on July 20, 2005.

The IFB allowed prospective vendors to submit bids for materials only, for materials and installation, and any upgrades that might reasonably fall within the scope of the IFB. Nor-Cal Mobility, American Seating, and Complete Coachworks each submitted bids for materials only, and for materials and installation. In addition, Nor-Cal Mobility included an option for an upgraded securement system, which satisfies the technical specifications, reduces operator training time, and is easier to use. The cost of the optional upgrade is \$105,500 and is included in the Nor-Cal Mobility bid below.

VTA received four bids from prospective vendors with the following results:

- Nor-Cal Mobility - \$600,383 (\$431,321 for equipment, \$169,062 for installation).
- American Seating - \$671,135 (\$323,520 for equipment, \$347,615 for installation).
- Complete Coachworks - \$716,373 (\$401,313 for equipment, \$315,060 for installation).
- Muncie Transit submitted a "no bid".

The Nor-Cal Mobility bid, including the proposed optional upgrade, is the lowest of the three bids received. VTA staff recommends awarding the contract for the mobility device securement restraint kits to Nor-Cal Mobility, Inc., the lowest responsive and responsible bidder.

ALTERNATIVES:

There are no viable alternatives.

FISCAL IMPACT:

Funds for the restraint kits are included in VTA's approved Fiscal Year 2006 Operating Budget.

SMALL BUSINESS ENTERPRISE (SBE) PARTICIPATION:

Based on the limited scope of work and no subcontracting opportunities, no specific goal has been established for this contract. Contractor is encouraged to make reasonable efforts to utilize SBEs in its procurement of ancillary services and products associated with the performance of this contract. Although there is no SBE goal requirement, contractor has committed to approximately 17% SBE participation on this contract.

Attachment

Prepared by: Steve Johnstone

Attachment

